

SRN

Ship Repair Newsletter

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**REPAIRS, CONVERSIONS, YARD PROFILES, FEATURE and
ON WATCH**

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Ship Repair Event details:

<http://www.rivieramm.com/events/Ship-Repair-25/Event-Home-293>

GIBDOCK: On visiting Gibraltar's Gibdock, it was nice to see the shipyard back in the market in which it was originally intended. No yachts, just a commercial ship in every drydock and a number of ships on the alongside berths. The current management team has turned the shipyard around on the international repair market, undergone a new brand change, to drop the confusing Cammell Laird name, and entered a new period of looking to expand its capabilities.

According to Gibdock's Chief Executive, Joe Corvelli, "We are now giving a clear message to the market. We are a commercial facility for the repair and conversion of ships. The re-brand has allowed us to create our own identity, which we will develop in the coming years."

During the past few months, investments have been made in this historic shipyard to increase safety throughout the yard, resulting in the award of the 18001 occupational safety certification from Lloyd's Register (LR), one of the first shipyards in the area to gain this certification. There has also been investment in a new stores area, new machines and new tools, all aimed at bringing the yard up to a standard to allow market expansion. Mr Corvelli says "We are working on improvements to the yard's infrastructure to improve reliability and safety."

The market expansion is aimed at three specific areas of operation. The first is to carry out more afloat repairs in the various anchorages surrounding Gibraltar. An example of this was a recent job completed onboard a LNG tanker owned by a major oil company, which was too large for the yard to drydock. The work was successfully carried out in Gibraltar Bay. This aim to contract more afloat repairs also includes looking for more alongside work for the 1 km of quayside, which is part of the shipyard. This alongside work will also include offshore work.

The second area to which the yard is looking to expand is the conversion industry. Mr Corvelli is well aware that it has to be a long term aim to enter such an industry. "We can not expect the industry to look at Gibdock for high-value conversion projects straight away – we need to show our capability with small modification and conversion work before expecting larger contracts. An example of this is currently underway in the shipyard in the form of two 'Normand' offshore supply vessels owned by Norway's Solstad Shipping. We have converted some eight mud tanks onboard each ship for the carriage of fresh water for a contract Solstad has with Petrobras in Brazil. We will slowly build up our experience and expertise in this of work to compete in the conversion industry in future years. We also recently completed an Inert Gas System (IGS) installation. These examples clearly show we want to expand our involvement in this market"

Thirdly: Gibdock is looking to break into the offshore rig repair and refurbishment market, especially involving units re-locating from other areas to the Mediterranean Sea and off the West African coast. The alongside facilities at the yard, with depths of water up to 12 m, lend themselves to such work. Mr Corvelli explains "Offshore work is a great fit alongside ship repair and conversion, and owners appear to be receptive. We have already tendered for some rig contracts and I am confident that we will be successful shortly. Significantly we tendered for a recent refurbishment contract from Italy's Saipem, who came to carry out an extensive audit of the yard's facilities. The yard successfully passed this audit with flying colours."

For the commercial shiprepair market, the yard can take ships up to panamax size. Three graving docks, one having a movable cover, allow the yard the flexibility of repairing all types of ships up to that size. The most significant statistic coming out of Gibdock is that about 50% of work carried out is from repeat customers. There are a

